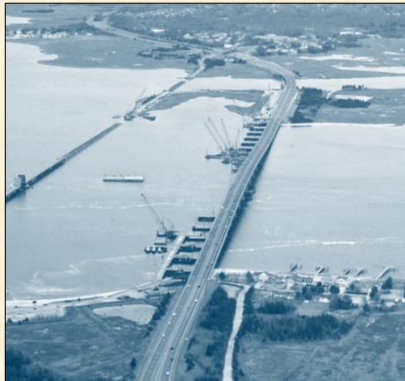


New Jersey Turnpike Authority

2015 Capital Project & Investment Plan



New Jersey Turnpike Authority

PO Box 5042

Woodbridge, NJ 07095-5042



Table of Contents

1. Introduction
2. Capital Improvement Plan
 - 2.1 Turnpike Widening
 - 2.2 Garden State Parkway Widening
 - 2.3 Interchange Improvements
 - 2.3.1 Turnpike Interchanges
 - 2.3.2 Parkway Interchanges
 - 2.4 Bridge Improvements
 - 2.4.1 Turnpike Bridges
 - 2.4.2 Parkway Bridges
 - 2.4.3 Contracts for Improvements to Bridges on Both Roadways
 - 2.5 Roadway Improvements
 - 2.5.1 Turnpike
 - 2.5.2 Parkway
 - 2.5.3 Contracts for Improvements on Both Roadways
 - 2.6 Facilities Improvements
 - 2.6.1 State Police
 - 2.6.2 NJTA Maintenance
 - 2.6.3 Other Facility Improvements

New Jersey Turnpike Authority Board of Commissioners

*NJDOT Commissioner Jamie Fox, Chairman / Ronald Gravino, Vice Chairman / Michael R. Du Pont, Treasurer /
Raymond M. Pocino, Commissioner / Ulises Diaz, Commissioner / Daniel F. Becht, Commissioner / John D.
Minella, Commissioner / Joseph W. Mrozek, Executive Director*

1. Introduction

New Jersey Statute 27:23-3.2 1(c) directs the New Jersey Turnpike Authority (“the Authority”) to file with the Commissioner of the New Jersey Department of Transportation an annual Capital Project and Investment Plan detailing “proposed transportation projects and proposed work on existing transportation projects.” This report was prepared pursuant to that requirement.

The Statute directs the Authority to pay particular attention in its plan to projects that “further the goals of attaining coordinated and integrated Statewide and regional transportation systems” and address “the interconnection of the New Jersey Turnpike and the Garden State Parkway with other transportation systems.” It should be noted at the outset that the Authority’s contribution to achieving those objectives goes beyond the projects described in this report to include significant financial support for other agencies involved in maintaining and improving New Jersey’s transportation infrastructure. Those payments, which are made from the Authority’s General Reserve Funds and are subordinate to all other obligations under the Authority’s General Bond Resolution, will include the following in 2015:

- The \$22 million annual contribution authorized by the Transportation Trust Fund Authority Act for the development of State transportation projects;
- The \$8 million annual payment to the New Jersey Department of Transportation to offset the costs the State incurs to maintain State roads and bridges that intersect twenty (20) New Jersey Turnpike interchanges and thirty-six (36) Garden State Parkway interchanges; and
- A \$324 million contribution to the State to be used for transportation purposes. This payment is made pursuant to the State Transportation Projects Funding Agreement, which expires on June 30, 2016.

The Statute further directs the Authority to consider in the plan “the impact of an improved transportation system on the State’s economy.” The Turnpike and Parkway are two of New Jersey’s great avenues of commerce. Every day, tens of thousands of commercial and passenger vehicles flow over the roadways, carrying goods between producer and consumer, and carrying commuters between home and work. From the day they opened to traffic, the toll roads have represented a key competitive advantage for New Jersey in the regional, national and global economies. “These bold responses—representing more than 300 miles of new carrying capacity—facilitated and supported the economic success of the ‘roaring 60s,’ which set new economic records that still have not been surpassed, Rutgers University professors James W. Hughes and Joseph J. Seneca wrote of the toll roads in a 2005 paper entitled, “A Transportation-Driven World Class Economy: New Jersey At Risk.”¹

The time and fuel wasted by motorists delayed because of congestion caused by inadequate capacity, accidents, or maintenance emergencies impose opportunity costs on the state’s economy. The Texas Transportation Institute (“TTI”) found that traffic congestion in urban areas in the U.S. cost

¹ Hughes, James W., and Seneca, Joseph J. (April 2005) “A Transportation-Driven World Class Economy: New Jersey At Risk” Retrieved from <http://policy.rutgers.edu/reports/rrr/rrrapr05.pdf>

drivers 5.5 billion hours and 2.9 billion gallons of fuel in 2011.² The TTI put the cost of that wasted time and fuel at \$121 billion. Investments in adequate capacity, safety and a state of good repair reduce those interruptions and, thus, those costs.

In addition to making New Jersey more competitive and reducing opportunity costs, infrastructure spending also creates and sustains jobs. The President's Council of Economic Advisors estimated that every \$1 billion in spending on transportation infrastructure sustains 13,000 jobs for one year. Those include jobs in engineering and construction directly supported by infrastructure spending, jobs indirectly supported at facilities and companies supplying materials and equipment for the projects being built, and jobs supported in other parts of the economy as a result of the increased income and spending by companies and individuals who benefit from the direct and indirect jobs. The Authority anticipates awarding construction contracts worth \$495 million in 2015. That level of spending will sustain 6,435 jobs.



Governor Chris Christie addresses the crowd on October 24, 2014, at a ribbon-cutting ceremony to mark the completion of the Turnpike Interchange 6 to 9 Widening Program, the largest capacity expansion in the history of the Turnpike Authority. Joining him on the dais, from left, were NJTA Executive Director Joseph W. Mrozek, Senate President Steve Sweeney, and NJDOT Commissioner Jamie Fox.

² Schrank, David; Eisele, Bill; and Lomax, Tim (December 2012) "TTI's 2012 Urban Mobility Report" Retrieved from <http://d2dtl5nnlpfr0r.cloudfront.net/tti.tamu.edu/documents/mobility-report-2012.pdf>

2. Capital Improvement Program

Most of the projects described in this report are included in the Authority's 10-year, \$7 billion Capital Improvement Program ("CIP"). That program, which was adopted by the Authority's Board of Commissioners in October 2008, is funded through the sale of revenue bonds. When the CIP was adopted, the Commissioners also approved a two-step toll increase that is expected to fully fund the debt service on those bonds. The final step of the toll increase was implemented on January 1, 2012.

Approximately \$5.3 billion of the \$7 billion capital program total has been spent or committed through the first six years of the program.

The projects in the CIP are focused on adding capacity, maintaining a state of good repair, and improving safety and security. They break down into six categories:

- New Jersey Turnpike Widening
- Garden State Parkway Widening
- Interchange Improvements
- Bridge Improvements
- Roadway Improvements
- Facilities Improvements

In addition to the bond-financed projects in the CIP, the Authority spends money on smaller transportation projects on a pay-as-you-go basis. These projects provide for essential system preservation and maintenance. The Authority expects that over the same 10-year period covered by the CIP, these pay-as-you-go expenditures for bridge repairs and roadway resurfacing will amount to \$1.2 billion.

2.1 New Jersey Turnpike Widening

The largest capacity expansion in the history of the New Jersey Turnpike Authority, the New Jersey Turnpike Interchange 6 to 9 Widening Program ("Widening Program") opened to traffic in November 2014 on schedule and about \$200 million below its original budget.

Under the Widening Program, 170 lane miles of highway were added between Interchange 6 in Burlington County and Interchange 9 in Middlesex County. A new toll plaza was constructed at Interchange 8, and three toll lanes were added to the toll plaza at Interchange 7A.

The added capacity addresses both the chronic congestion in the corridor today and the additional demands expected to be placed on the roadway because of growth in the region over the next two decades.

The original budget for the Widening Program was \$2.5 billion. The final cost is expected to be approximately \$2.3 billion. The savings enabled the Authority to expand the scope of the Capital Improvement Program without adding to the overall cost.

The Widening Program extended the Turnpike's unique dual/dual configuration by continuing the Outer Roadways south to near Interchange 6 in Mansfield Township, Burlington County. The Turnpike now consists of an Inner Roadway in both directions between Interchange 6 and the Southern Mixing Bowl in Newark. These roadways are known colloquially as the "car lanes" because, under normal operating conditions, they are restricted to cars, motorcycles, light trucks and other passenger vehicles. The Outer Roadways are known colloquially as the "truck lanes" because large, commercial vehicles are permitted.

The new lanes of the Outer Roadways between Interchanges 6 and 9 opened to traffic in May 2014. At that time, the Inner Roadways were closed for repairs. Northbound drivers enjoyed the full benefit of the Widening Program for the first time on Oct. 26, 2014, when the northbound Inner Roadway reopened. The southbound Inner Roadway was reopened eight days later, on Nov. 5, 2014.

- **Location:** *Burlington, Mercer and Middlesex counties*
- **Status:** *Construction is substantially complete.*
- **Contractors:** *The program involved 31 construction contracts.*

2.2 Garden State Parkway Widening

The Garden State Parkway Widening adds a third travel lane and full-width shoulders in each direction between milepost 35 in Egg Harbor Township and milepost 80 in South Toms River. Ninety lane miles are being added to accommodate current and projected future volume in a corridor used heavily by commuters, residents and visitors destined for towns along the Jersey Shore. The total cost of the improvements is \$590 million.

When it was adopted in 2008, the Capital Improvement Program included only enough money to complete the northern 17 miles of the Parkway Widening, from milepost 63 in Stafford Township to milepost 80 in South Toms River. That portion was completed and opened to traffic in May 2011.

As noted above, because the Turnpike Widening Program and other projects in the Capital Improvement Program came in under budget, the Authority was able to expand the scope of its capital program without increasing the overall cost. The expanded scope included a second and third phase of the Parkway Widening, which continued the added lanes and widened shoulders from milepost 63 to milepost 35 in Egg Harbor Township.

Phase 2 of the Parkway Widening (milepost 48 to 63) is substantially complete but not yet fully open to traffic. The new lanes in each direction between mileposts 63 and 52 opened to traffic in July 2013. The new lanes on the four miles at the southern end of the Phase 2 project limits are not scheduled to open to traffic until the rehabilitation of the Bass River Bridge is complete in 2015.

Phase 3 of the Parkway Widening (milepost 35 to 48) began in 2014.

- **Location:** Atlantic, Burlington and Ocean counties
- **Status:** Phase 1 is complete. Phase 2 is substantially complete. Work on the Phase 3 construction contracts will continue through 2015 with a scheduled completion date of 2017.
- **Contractors:** There are 11 construction contracts in total for the three phases. The contractors are Midlantic Construction LLC (four contracts); Richard E. Pierson Construction Co. Inc. (two contracts); Earle Asphalt Co. (two contracts); South State Inc.; Mount Construction Co. Inc.; and Pierson-South State II, A Joint Venture LLC

2.3 **Interchange Improvements**

The 10-year CIP includes approximately \$1.1 billion for interchange improvements. The Authority anticipates awarding contracts worth \$95 million in this program area in 2015. The projects on which construction will begin or continue in 2015 include:

2.3.1 **New Jersey Turnpike**

- **Interchange 8A:** A high volume of commercial traffic uses this interchange to travel to and from the many warehousing and logistics facilities in area. This project will reconfigure the interchange to accommodate the volume of truck traffic and improve the connection between the Turnpike and Route 130.
 - **Location:** Monroe Township, Middlesex County
 - **Status:** Construction is scheduled to be completed in 2018.
 - **Contractor:** Phase 1 contract is scheduled to be bid in 2015.
- **Interchange 9:** The ramp from Route 18 southbound to the Turnpike is being widened to two lanes, and Route 18 is being shifted to the east to minimize impacts to the adjacent residential neighborhood. The merge of Route 18 northbound traffic with vehicles entering the Turnpike is being modified to improve traffic flow.
 - **Location:** East Brunswick Township, Middlesex County
 - **Status:** Construction began in 2012 and was about 60 percent complete as of November 28, 2014. The scheduled completion is late 2015.
 - **Contractor:** The contract was originally awarded to Gardner M. Bishop Inc. The Turnpike Authority Commissioners voted in November 2014 to assign the contract to Bishop Halmar, Joint Venture
 - **Contract Amount:** \$27.7 million

- **Interchange 10:** The ramp carrying traffic from the toll plaza to the southbound Turnpike is being widened to two lanes. Other ramps at the interchange are being realigned to minimize traffic weaving and improve traffic flow.
 - **Location:** Edison Township, Middlesex County
 - **Status:** Construction began in 2013 and was about 50 percent complete as of November 28, 2014. The scheduled completion date is mid-2015
 - **Contractor:** PKF-Mark III, Inc.
 - **Contract Amount:** \$12.3 million
- **Interchange 14A:** The interchange is being reconfigured and the toll plaza widened to accommodate both existing traffic and the growth in traffic volume expected to result from the expansion of an adjacent port facility.
 - **Location:** Bayonne, Hudson County
 - **Status:** Construction is expected to begin in early 2015. The scheduled completion date is 2018.
 - **Contractor:** Union Paving & Construction Co. Inc.
 - **Contract Amount:** \$159.9 million
- **Interchanges 15W and 16W:** Ramps at 15W will be realigned, median barriers extended and signing upgraded to improve traffic flow and reduce the potential for truck overturns. At 16W, a southbound ramp over Berry's Creek Canal at 16W will be widened to two lanes to accommodate traffic volumes.
 - **Location:** Kearny, Hudson County, and East Rutherford, Bergen County
 - **Status:** The contract was awarded in November 2014. Construction is scheduled to be completed in 2016.
 - **Contractor:** J. Fletcher Creamer & Son Inc. & Joseph M. Sanzari Inc., a Joint Venture
 - **Contract Amount:** \$12.6 million

2.3.2 **Garden State Parkway**

- **Interchange o:** This interchange at the southern terminus of the Parkway will be modified to address safety issues and to accommodate current and future traffic volumes. The Parkway/Route 109 intersection will be reconstructed; a jughandle will be built to accommodate vehicles destined for the northbound Parkway. The southbound Route 109 left turn onto Ocean Drive will be maintained.
 - **Location:** Middle Township, Cape May County
 - **Status:** Construction is expected to be completed by 2016.
 - **Contractor:** A construction contract is expected to be bid in 2015

- **Interchanges 9, 10 and 11:** The Parkway connects to local roads at these signalized, at-grade interchanges. Under this project, bridges are being built to carry the Parkway over the local roads, eliminating the at-grade crossings and the need for the traffic signals. Ramps are being built to provide access to and from the Parkway in both directions at all three interchanges. The planned changes will improve the safe operation of the interchanges and reduce congestion.
 - **Location:** Middle Township, Cape May County
 - **Status:** Construction began in 2013 and was 67 percent complete as of November 28, 2014. The at-grade crossings were eliminated for southbound traffic in October 2014. Work on the northbound roadway continues. The project is scheduled to be completed in late 2015.
 - **Contractor:** Richard E. Pierson Construction Co. Inc.
 - **Contract Amount:** \$74 million
- **Interchanges 36, 37 and 38:** This project will improve traffic operations at these closely grouped interchanges by adding a deceleration lane on the southbound Parkway and an acceleration lane on Tilton Road at Interchange 36 and by separating the traffic entering the Parkway at Interchange 38 (Atlantic City Expressway) from traffic exiting the Parkway at Interchange 37 (Washington Avenue, CR 608). These intersection improvements were included in one of the four contracts for Phase 3 of the Parkway Widening.
 - **Location:** Egg Harbor Township, Atlantic County
 - **Status:** Construction began in late 2014 and scheduled completion is 2017.
 - **Contractor:** Pierson-South State II, A Joint Venture LLC
 - **Contract Amount:** \$84.1 million (contract includes Parkway widening between mileposts 34.5 and 38)
- **Interchanges 41 and 44:** A new interchange is being built to connect the Parkway to Jimmie Leeds Road. Drivers have been able to travel between Jimmie Leeds Road and the Parkway in the past only by cutting through the parking lot at the Atlantic City Service Area. The new Interchange 41 will provide direct access between the Parkway and this important local thoroughfare. Interchange 44 was a partial interchange that provided access only to vehicles traveling to the north from the local road or from the north on the Parkway. These improvements complete the interchange and provide access to and from the south.
 - **Location:** Galloway Township, Atlantic County
 - **Status:** Construction began in 2013. The Interchange 41 improvements are scheduled to be completed in early 2015. The Interchange 44 improvements are scheduled to be completed in 2015.
 - **Contractor:** South State Inc.
 - **Contract Amount:** \$32.8 million

- **Interchange 88/89:** This project involves the construction of service roads parallel to the Parkway connecting interchanges 88 and 89 and the construction of new interchange ramps to and from Route 70 and Cedar Bridge Avenue. The improvements provide full access to the Parkway to and from the north and south.
 - **Location:** Lakewood Township, Ocean County
 - **Status:** Construction began in 2012 and was 75 percent complete as of November 28, 2014. The improvements are scheduled to be completed in 2015.
 - **Contractor:** Earle Asphalt Co.
 - **Contract Amount:** \$70.1 million

- **Interchange 105:** This project is intended to improve access to and from the Parkway at Interchange 105 as well as safety and operations at the Hope Road/NJ Route 36 intersection. The improvements include a new southbound connection from the Parkway outer roadway to Wayside Road, the addition of a second northbound deceleration lane from the Parkway outer roadway to Interchange 105 and the reconstruction of the Hope Road/NJ Route 36 intersection.
 - **Location:** Tinton Falls, Monmouth County
 - **Status:** Construction on the first phase (the Hope Road/NJ Route 36 portion) began in 2014 and was 52 percent complete as of November 28, 2014. The scheduled completion of phase 1 is mid-2015. Construction on the second phase (the Wayside Road portion) is expected to begin in 2015 and to be completed in 2017.
 - **Phase 1 Contractor:** C.J. Hesse, Inc.
 - **Phase 1 Contract Amount:** \$10 million
 - **Phase 2 Contractor:** The construction contract is scheduled to be bid in 2015

- **Interchange 145:** The bridge that carries Central Avenue over the Garden State Parkway will be replaced with a longer span in order to facilitate improved access between the Parkway and I-280. The entrance ramp from I-280 to the southbound Parkway will be widened to two lanes. The relocation of the bridge abutments and the elimination of the center pier in the median between the northbound and southbound Parkway will allow for two standard width deceleration lanes from the northbound Parkway to I-280.
 - **Location:** East Orange, Essex County
 - **Status:** Construction is scheduled to be completed in 2017.
 - **Contractor:** The construction contract is scheduled to be bid in 2015

- **Interchange 163**: Interchange 163, which connects to Route 17, is one of the few remaining left-side exits on the Parkway. In order to improve traffic operations, this project will move the exits to the right side of the highway by realigning the Parkway into the existing median. The work includes the construction of six new bridges and the replacement of the superstructure on four existing bridges, among other improvements.
 - **Location**: Paramus, Bergen County
 - **Status**: Construction began in 2014 and was 7 percent complete as of November 28, 2014. Scheduled completion is mid-2017.
 - **Contractor**: Ferreira Construction Co. Inc.
 - **Contract Amount**: \$67.9

2.4 **Bridge Improvements**

Bridge improvements in the CIP include redecking, seismic retrofitting, security measures, cleaning and repainting of structural steel, substructure repairs and other improvements to the 16 major Turnpike and Parkway bridges and other high-priority structures. The CIP includes \$1.7 billion for bridge improvements. The projects on which construction will begin or continue in 2015 include:

2.4.1 **New Jersey Turnpike**

- **Delaware River Turnpike Bridge**: This project provides for blast cleaning, repainting, seismic retrofit, structural steel repairs, catwalk improvements and other work on the bridge that connects the Pearl Harbor Extension of the New Jersey Turnpike to the Pennsylvania Turnpike. The cost of the work is being shared equally by the Authority and the Pennsylvania Turnpike Commission.
 - **Location**: Burlington Township, Burlington County
 - **Status**: Work began in 2014 and was approximately 3 percent complete as of November 28, 2014. Scheduled completion is early 2018.
 - **Contractor**: Allied Painting Inc.
 - **Contract Amount**: \$50.2 million
- **Newark Bay-Hudson County Extension**: The bridge deck is being replaced on the westbound Extension between Jersey Avenue in Jersey City and Interchange 14C. The capital program also includes a two-phase reconstruction of the Extension deck between Interchanges 14 and 14A in Essex and Hudson counties. The first phase of the 14 to 14A project is substantially complete; construction on the second phase is not scheduled to begin until 2016.
 - **Location**: Jersey City, Hudson County

- **Status:** Construction on the project between Interchange 14C and Jersey Avenue started in 2012 and was 63 percent complete as of November 28, 2014. Scheduled completion is early 2016.
- **Contractor:** El Sol Contracting & Construction Corp.
- **Contract Amount:** \$71.2 million
- **Morris Canal Bridge.** This project will relieve traffic congestion on the Newark Bay-Hudson County Extension by constructing a bridge to carry Jersey Avenue in Jersey City over the Morris Canal. Jersey Avenue currently ends as it approaches the canal. Extending the road across the bridge will give drivers the option of using local roads to reach points in Jersey City as an alternative to the NBHCE.
 - **Location:** Jersey City, Hudson County
 - **Status:** The project is scheduled to be completed in 2016.
 - **Contractor:** The construction contract will be awarded in 2015.
- **Miscellaneous Bridge Painting and Repairs:** These repairs to various structures on the northern section of the Turnpike (between mileposts 98 and 117) include blast cleaning and zone painting of weathering structural steel, cleaning of bridge drainage systems, steel repairs, replacement of deck joints and other incidental work.
 - **Location:** Union, Essex, Hudson and Bergen counties
 - **Status:** Work began in 2013 and was 68 percent complete by November 28, 2014. Scheduled completion is early 2015.
 - **Contractor:** Anka Painting Co., Inc.
 - **Contract Amount:** \$9.2 million

2.4.2 Garden State Parkway

- **Great Egg Harbor and Drag Channel Bridges:** A new southbound span is being built to the west of the existing southbound span over Great Egg Harbor and Drag Channel. The nearby Beesley's Point Bridge on Route 9 will be demolished as part of this project. Under a contract expected to be awarded after the completion of the current contract, the Authority plans to rehabilitate the existing northbound span and demolish the existing southbound span.
 - **Location:** Upper Township, Cape May County, and Somers Point, Atlantic County
 - **Status:** Construction on the new southbound span began in 2013 and was approximately 40 percent complete as of November 28, 2014. Scheduled completion is mid-2016.
 - **Contractor:** Route 52 Constructors
 - **Contract Amount:** \$131.6 million

- **Bass River Bridge:** A new parallel structure was built alongside the existing Bass River Bridge, and a major rehabilitation of the existing structure is underway. When the project is complete, the structures will carry three northbound and three southbound lanes of traffic over the Bass River instead of the current two and two.
 - **Location:** *Bass River Township, Burlington County*
 - **Status:** *Construction was approximately 91 percent complete as of November 28, 2014. The new parallel span was completed in 2013. Rehabilitation of the existing span is scheduled to be completed in mid-2015.*
 - **Contractor:** *Northeast Remsco Construction Inc.*
 - **Contract Amount:** *\$57.8 million*

- **Miscellaneous Bridge Painting and Repairs:** These repairs to 15 bridges on the northern section of the Parkway (between mileposts 104 and 161) include blast cleaning and repainting, drainage trough removal, structural steel repairs, waterproofing substructure membranes, sealing bridge deck joints, and other work.
 - **Location:** *Monmouth, Middlesex, Union, Essex, Passaic and Bergen counties*
 - **Status:** *Work began in 2014 and was 3 percent complete by November 28, 2014. Scheduled completion is late 2015.*
 - **Contractor:** *Allied Painting, Inc.*
 - **Contract Amount:** *\$11 million*

- **Substructure Repairs:** Miscellaneous improvements to bridges between mileposts 109 and 123 include repairing deteriorated substructure elements, installing membrane waterproofing, replacing bearings, deteriorated concrete deck slabs and barrier parapets, and resurfacing approach roadways.
 - **Location:** *Monmouth and Middlesex counties*
 - **Status:** *Work began in 2014 and was 59 percent complete as of November 28, 2014. Scheduled completion is mid-2015.*
 - **Contractor:** *J. Fletcher Creamer & Son Inc. & Joseph M. Sanzari Inc., a Joint Venture*
 - **Contract Amount:** *\$9.3 million*

2.4.3 Contracts for Improvements to Bridges on Both Roadways

- **Bridge Security:** The Authority is making security improvements at the highest priority bridges on the Turnpike and Parkway. The priorities were determined through previous security assessments.
 - **Location:** Various
 - **Status:** Work began in 2012 and was 31 percent complete as of November 28, 2014. Scheduled completion is late 2015.
 - **Contractor:** Tishman Construction Corp. of NJ
 - **Contract Amount:** \$79.2 million

2.5 Roadway Improvements

The Roadway Improvements in the CIP include widening and strengthening roadway shoulders, replacing deteriorated guide rail, improving drainage, repairing median barriers, installing variable message signs, replacing weathered and outdated guide signs, and making other investments to improve the safety and operation of the Turnpike and Parkway. Approximately \$793.6 million is set aside in the CIP for roadway improvements. Projects that will begin or continue in 2015 include:

2.5.1 New Jersey Turnpike

- **Southern Shoulder Improvements:** The left shoulders in both directions at the southern end of the Turnpike between mileposts 0 and 29 are being reinforced and restored to a safe and serviceable condition. The existing pavement and subgrade material is being removed. A new aggregate base course, hot mix asphalt and surface course are being installed.
 - **Location:** Salem, Gloucester and Camden counties
 - **Status:** Work began in 2012 and was 85 percent complete as of November 28, 2014. Scheduled completion is early 2015.
 - **Contractor:** South State Inc.
 - **Contract Amount:** \$16.2 million
- **Alexander Hamilton Service Area:** A deceleration into the Alexander Hamilton Service Area is being built to improve operations on the southbound Eastern Spur of the Turnpike.
 - **Location:** Secaucus, Hudson County

- **Status:** Construction started in 2014 and was 5 percent complete as of November 28, 2014. Scheduled completion is mid-2015.
- **Contractor:** J. Fletcher Creamer & Son Inc. & Joseph M. Sanzari, Inc., a Joint Venture.
- **Contract Amount:** \$3.9 million

2.5.2 Garden State Parkway

- **Shoulder Restoration and Improvement:** This project improves the safety of the roadway by restoring full-width shoulders on the right and left side of the highway, improving sight distances and removing obstructions between mileposts 83 and 100. A 2007 safety assessment identified six high-priority safety areas on the Parkway. Four of the six areas are in the 83-to-100 project corridor. The corridor has had a reduced speed limit because of the safety concerns. The improvements being made include the replacement of 20 bridges, the redecking of nine bridges, and the construction of two new bridges, 26 storm water basins, and 24 sign structures.
 - **Location:** Ocean and Monmouth counties
 - **Status:** Work began in 2012 and was approximately 67 percent complete as of November 28, 2014. Scheduled completion is mid-2015.
 - **Contractors and Contract Amounts:** This project involves three contracts. The contractors with the limits of their work and the amount of their contracts are as follows:
 - George Harms Construction Co. Inc.; mileposts 83.5 to 88.5; \$84.1 million.*
 - Midlantic Construction LLC; mileposts 90.5 to 93.5; \$75.2 million.
 - Northeast Remsco Construction, Inc.; mileposts 93.5 to 99.5; \$101.8 million.

* The section between mileposts 88.5 and 90.5 is included in the construction contract for the Interchange 88/89 project, which is described in the "Interchange Improvements" section of this report.
- **Guide Sign Replacement:** Dated mainline and interchange signs are being brought into compliance with current standards in the Manual for Uniform Traffic Control Devices. This contract covers the replacement of existing guide sign panels, the installation of 55 new sign support structures, the removal of nine existing support structures, and the relocation of nine existing support structures. The guide signs are located on the Parkway between 143 and 172.
 - **Location:** Essex, Passaic and Bergen counties
 - **Status:** Work began in 2014 and was 1 percent complete as of October 31, 2014. Scheduled completion is mid-2016.
 - **Contractor:** PKF-Mark III, Inc.

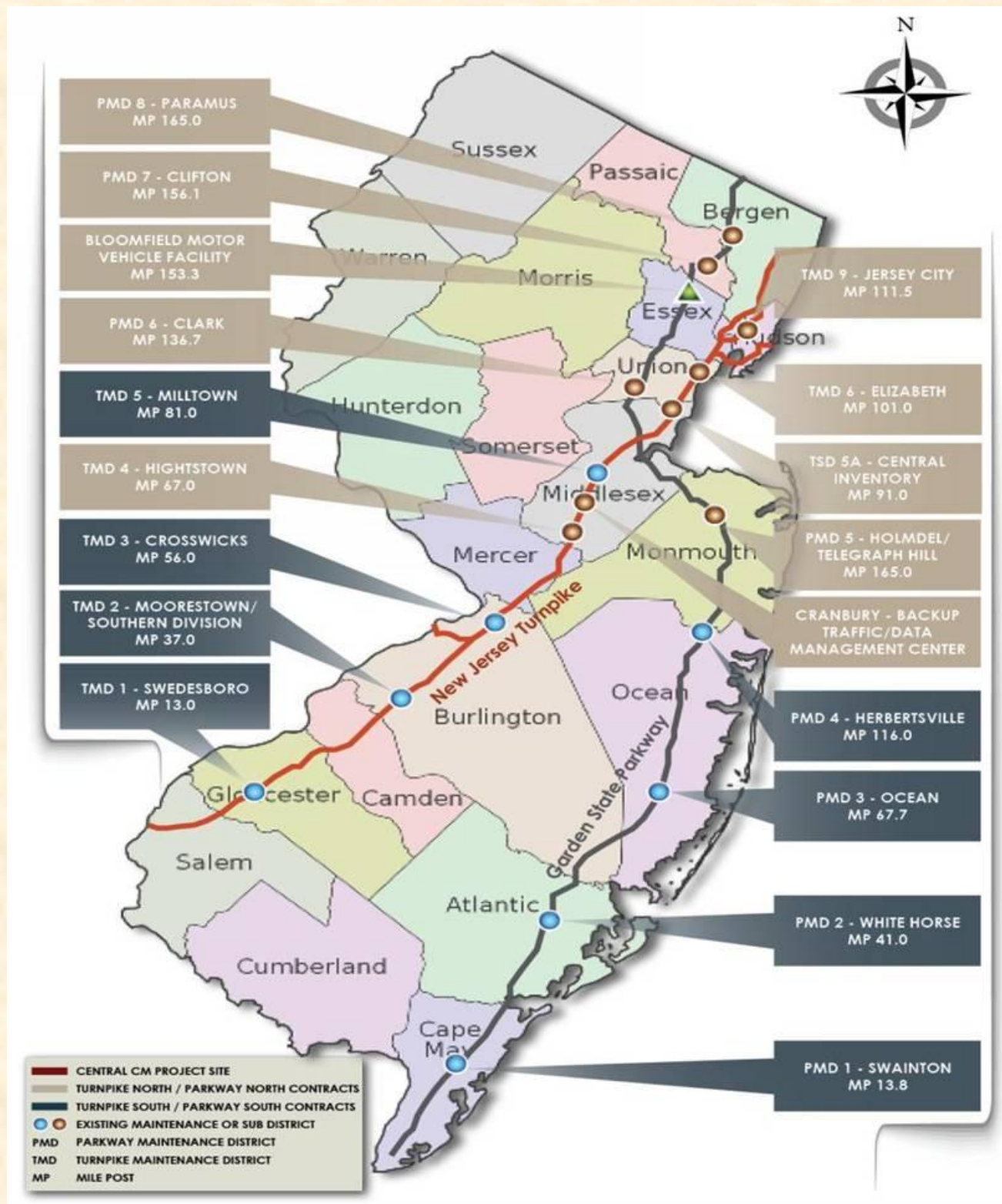
- **Contract Amount:** \$23.3 million

2.5.3 **Contracts for Improvements on Both Roadways**

- **Traversable Median Safety Improvements:** Guiderail, guiderail end terminals and other safety improvements are being installed on areas of the Turnpike and Parkway where the median is less than 60 feet wide and there is no crossover protection.
 - **Location:** Various
 - **Status:** Work began in 2013 and was 65 percent complete as of November 28, 2014. Scheduled completion is early 2015.
 - **Contractor:** Griffin Sign Inc.
 - **Contract Amount:** \$2.7 million
- **Guide Sign Replacement:** Dated mainline and interchange signs are being brought into compliance with current standards in the Manual for Uniform Traffic Control Devices. This contract covers the replacement of existing guide sign panels, the installation of 70 new sign support structures, the removal of 44 existing support structures, and the relocation of four existing support structures. The guide signs are located on the Turnpike between mileposts 105.5 and 116.5 (Eastern and Western Spurs) and on the Parkway between mileposts 128.3 and 143.2.
 - **Location:** Middlesex, Union, Essex, Hudson and Bergen counties
 - **Status:** Work began in 2013 and was 40 percent complete as of November 28, 2014. Scheduled completion is mid-2015.
 - **Contractor:** J. Fletcher Creamer & Son. Inc.
 - **Contract Amount:** \$21.7 million

New Jersey Turnpike Authority

Facilities Improvement Program



2.6 Facilities Improvements

The Facilities Improvements Program in the CIP includes projects to replace four deteriorating facilities for Troop D of the New Jersey State Police, to rehabilitate 22 Turnpike and Parkway maintenance district facilities to bring them into compliance with current building codes and operational standards, and to make safety and operational improvements at all Turnpike toll plaza buildings. The facilities improvements will also include a new central inventory facility and a backup data and traffic management center. In total, under the Facilities Improvement Program, the Authority will build 42 new structures and rehabilitate 18 others. The CIP includes \$500 million for Facilities Improvements. Projects that will begin or continue in 2015 include:

2.6.1 State Police Stations

Four of the six Troop D stations on the Turnpike and Parkway are being replaced. The station facilities include control centers for trooper operations, report and briefing rooms, holding cells, and sally ports, among other features.

- **Bloomfield Station:** A 27,500-square foot facility is being built at milepost 153 on the northbound side of the Garden State Parkway on property adjacent to the current Bloomfield Station, which will be demolished when the new one is complete. The project includes a fueling island and a helipad.
 - **Location:** Bloomfield, Essex County
 - **Status:** Work began in 2013 and was 99 percent complete as of November 28, 2014. Completion is scheduled for early 2015.
 - **Contractor:** Joseph A. Natoli Construction Corporation
 - **Contract Amount:** \$12.6 million
- **Moorestown and Galloway Stations:** Two 27,500 square-foot facilities are being built under one contract. The Moorestown Station is located at milepost 37 on the northbound Turnpike in Mount Laurel. The Galloway Station is located by the new Interchange 41 on the Parkway in Galloway Township (milepost 42). A helipad will be built at the Moorestown Station and a fueling island at the Galloway Station. The Moorestown Station will replace a building on the same site where the new facility is being constructed. The Galloway Station is replacing the current Bass River Station, which is located 11 miles to the north.
 - **Location:** Mount Laurel Township, Burlington County, and Galloway Township, Atlantic County
 - **Status:** Construction started in 2013 and was 82 percent complete as of November 28, 2014. Completion is scheduled for early 2015.

- **Contractor:** Hall Building Corporation
- **Contract Amount:** \$27 million
- **Newark Station:** A new 32,000 square-foot facility is being built at Interchange 14 on the Turnpike (milepost 104.7) and the existing facility is being converted for use by the NJTA Maintenance Department.
 - **Location:** Newark, Essex County
 - **Status:** Construction started in 2014 and was 2 percent complete as of November 28, 2014. Completion is scheduled for late 2016.
 - **Contractor:** Intercontinental Construction Contracting
 - **Contract Amount:** \$19.8 million

2.6.2 **Maintenance Facilities**

The Authority plans to award eight construction contracts for facilities at 15 Maintenance Yards in 2015. Those contracts have an estimated value of \$222.4 million. The contracts scheduled to be awarded in 2015 are for facilities at the Swedesboro, Elizabeth, Crosswicks, Milltown, Hightstown, Jersey City and Moorestown maintenance yards on the Turnpike, and the Swainton, Herbertsville, Clark, Telegraph Hill, Clifton, Paramus, White Horse and Ocean maintenance yards on the Parkway. One maintenance facility contract is underway and will continue in 2015:

- **Secaucus Maintenance Yard:**
 - **Location:** Secaucus, Hudson County
 - **Status:** Construction started in 2014 and was 31 percent complete as of November 28, 2014. Scheduled completion is late-2015.
 - **Contractor:** APS Contractors Inc.
 - **Contract Amount:** \$12.8 million

2.6.3 **Other Facility Improvements**

- **Central Inventory Facility:** This 65,000-square-foot facility will provide space for centralized purchasing, receiving, and distribution for the Turnpike and the Parkway. It will include a 40-foot clear height warehouse, exterior yard racking and administrative offices. It will be built near where the Turnpike and Parkway intersect.
 - **Location:** Woodbridge, Middlesex County
 - **Status:** Construction is scheduled to be completed by late 2016.
 - **Contractor:** Construction contract scheduled to be advertised for bid in 2015.